



W. H. Loomis

38 Eastern Promenade

Portland Maine

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## ABSTRACT LOG

(MAURY'S WIND AND CURRENT CHARTS.)

Kept on board the

*Sch Admanna*

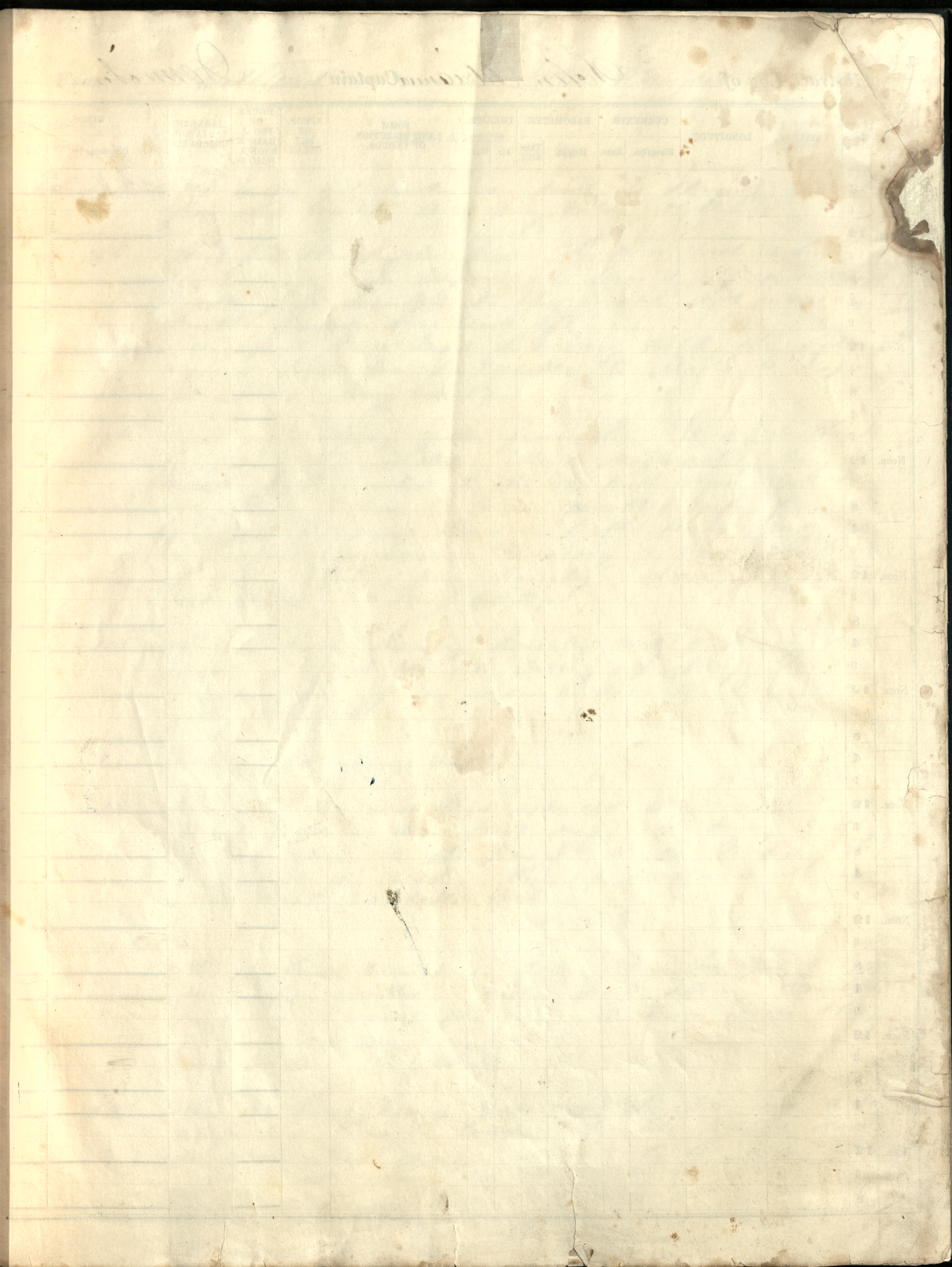
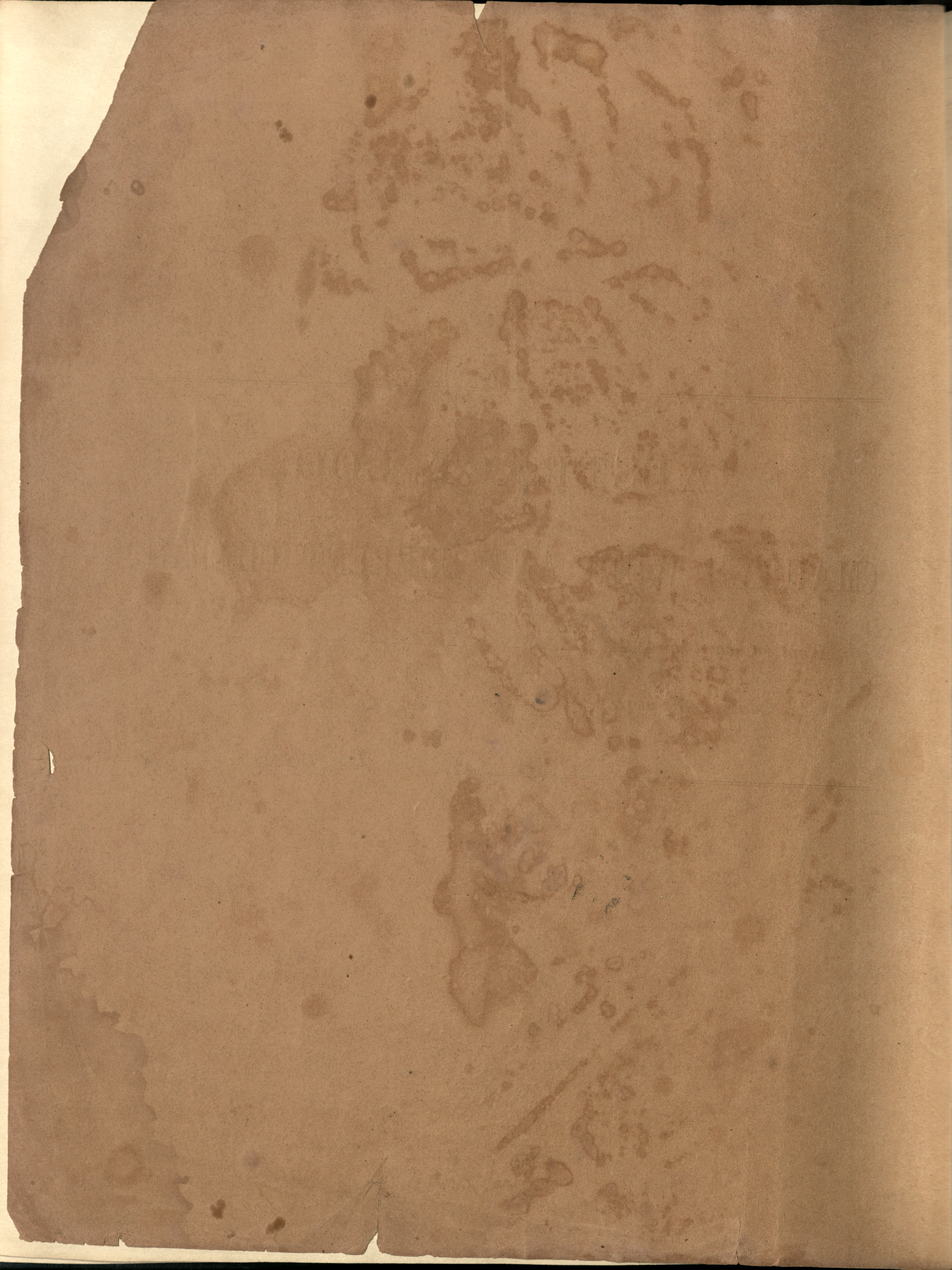
during the years 185

*60*

*To San Francisco*

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*Abstract Log of*

John Adrianna Captain.

James Linn

*From*

Portland

to

San Francisco

1850

[illegible]

Ther. in use, No.

## Corrections

REMARKS.

\* "PROP. SKY CLEAR."  
3 Entirely overcast.  
10 Not a cloud to be seen.

Oct 17<sup>th</sup> @ 11 Am got underway with a strong wind from the North and very cold, 2<sup>nd</sup> blow

" 18<sup>th</sup> Mored part strong gales from the N.W. with a heavy crop  
sea running. The Repell all buried up with ice.  
Made part hauled to the forest and increasing  
double. Reefed fore and aft  
Latter part more mod. but very cold the ice all  
covered with ice. Impossible to start a rope  
Lat 42° 56' Long 66° 27'.

19<sup>th</sup> Great part strong gales from the E & 4 p.m. the wind hauled to the Southed. And moderating very fast. Middle part hauled to the NW with snow and blowing very heavy. Hove to under double reef fore sail. @ 4 p.m. the wind hauled to the West and blowing a perfect Hurricane causing a heavy cross sea, the ship pitching very heavily. Sprung Bow Sprits. Lat 42° 34' Long 65° 39'

" 20<sup>th</sup> Has 24 hours blowing heavily and a heavy sea running. And the Lab. feeling up very fast. @ 4 am kept off in order to save the Bow Sprit of going altogether.

Lat  $41^{\circ} 50'$  Long  $64^{\circ} 00'$

21<sup>st</sup> This 24 hour Run had examined the Bow Sprit and found it worse than first supposed being badly sprung close to the Knight Heads making it impossible to fish, Bore up for Bermuda as it is the most available Port.

*Re. Obs.*

" 22 and

This 24, Court comes in Calm E + W get a light  
wind from South. Latter part strong double  
reefed. A sharp sea on. E noon wore ship  
to the land E  
Lat 38° 18' Long 60° 13'

" 23<sup>d</sup> This 24 hours heavy gales from the SW and a sharp  
drift sea drove the tender double reefed fore sail  
on a long cut brig sailing to the N.E.  
Lat 37.48 Long 61.30'



## 1856

Ther. in use, No. .... }  
 Corrections. }

REMARKS.

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" 25-2

" 26 This 24 hours strong gales for the 1st with a sharp sea on Lat  $36^{\circ} 34'$  Long  $54^{\circ} 11'$

" 28<sup>th</sup> Hurat And Middle part strong gales from the N.E.  
@ 6 pm. home to under double reefed fore sail.  
@ 7 am. Reen again, No. Obs.

" 29<sup>E</sup> This 24 hours strong gales from the W & a heavy sea running. Lat 35°. Long 50° 10'

March 1<sup>st</sup>  
This 24 hours fresh breezes from NE to ENE and  
cloudy a sharp fall  
Lat 31° 17' Long 48° 17'

2nd  
This 24 hours heavy fog from East & NE a rough sea  
Lat  $30^{\circ}17'$  Long  $46^{\circ}24'$

" 3d This day strong winds and squally with a  
 sharp sea and winds from East to North E  
 Lat  $28^{\circ} 36'$  Long  $44^{\circ} 56'$







Ther. in use, No. 1

Corrections, 0

REMARKS.

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March 14<sup>th</sup> This 24 hours (Made for the 186 with  
 Mapping clouds a heavy swell for the 186  
 Lat 4.15 Long 29.07

" 15<sup>th</sup> This day light for the 186 and clear, a heavy  
 swell for the 186, @ noon saw a ship  
 stand to the 186 Lat 1.57 Long 29.07

" 16<sup>th</sup> This 21 hours light from 186 to 186 and 186 with  
 squalls of rain a heavy swell for the 186, @  
 7.30 am Made the Island of St Paul bearing 186  
 by compass dist 15 miles, @ 10 am passed close  
 to it Lat 00.42 Long 29.22

" 17<sup>th</sup> all this day light for the 186 with clear weather  
 Lat 00.51 Long 29.21  
 @ noon my Chgo stopped, 24 feet Spring Bone

" 18<sup>th</sup> This day light Air for 186 to 186 with Mapping  
 squalls of rain. Lat 2.12 Long 30.00

" 19<sup>th</sup> Fore and Middle part light Air for the  
 186 and cloudy @ 2 pm spoke the Bark Gustaf  
 Storer for St Helena for Boston 12 days out and ends  
 with a strong wind for the 186, a toughest ship  
 in Co. Lat 4.31 Long 31.10

" 20<sup>th</sup> This 24 strong for the 186 and fine weather  
 @ 12 midnight passed a Brig Bound South  
 Lat 7.29 Long 32.10

" 21<sup>st</sup> This day strong for the 186 and fine weather  
 Lat 8.22 Long 34.26

" 22<sup>nd</sup> Fore and Middle light for the 186 and  
 fine weather, @ 5 pm Made the land bearing 186  
 15 miles dist. @ 7 pm hauled off to wait  
 for day light latter part light @ 7.30 am  
 came to anchor in the outer Roads of  
 Pernambuco. a rough swell on

 Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."



Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.		THERM'R.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	Dire
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Ther. in use, No. \_\_\_\_\_

Corrections, \_\_\_\_\_

REMARKS.

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 10 Not a cloud to be seen.

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May 6<sup>th</sup> This 24 hours Calm with heavy squalls from all around the compass. A heavy swell from the NW. Papered large quantities of Kelp. Saw a ship standing to the north. Lat per Obs 41° 32' Long 56° 35'

" 7<sup>th</sup> First Part Mod winds from the NW and cloudy. Middle part strong gales from NW and clear. A heavy sea from the NW. Latter part strong gales from the south and raining hard w<sup>th</sup> squalls. A Bark in sight. Papered quantities of Kelp. Lat 41° 35' Long 53° 47'

" 8<sup>th</sup> First Part Mod from the SE and west with squalls of rain. Middle part calm and clear. Latter part mod winds from the SE and SW. A heavy sea from the NW. Lat 42° 00' Long 53° 35'

" 9<sup>th</sup> First Part light from the SE with hazy weather. Middle part calm. Latter part hazy weather and light from the NW. Glazy of Kelp. Lat 42° 30' Long 57° 45'

" 10<sup>th</sup> First and Middle part strong NW to NW by W with thick weather. At 12 mid night squounded and got bot at sixty fathoms fine sand. Sounded away two hours with the same soundings. Under mod for the north. Lat 44° 00' Long 60° 45'

" 11<sup>th</sup> This 24 hours light from the NW with cloudy weather. At 10 am squounded and got 72 fathoms mod. quantities of Kelp. Smooth sea. Lat 45° 25' Long 62° 06'

" 12<sup>th</sup> First Part light from the NW. Middle and latter part strong from the north. Sounded 60 fathoms fine white and black sand. Saw a sperm whale. Lat 47° 08' Long 68° 43'

Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."



Abstract Log of Sch Adreana Captain M<sup>r</sup> & Demitson

[illegible]

Ther. in use, No. \_\_\_\_\_

Corrections, \_\_\_\_\_

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May 13<sup>th</sup> First Part light for the wind and clear  
Middle and latter part calm; Caught a  
number of fish in 55 fath's water they resemble  
the Silver Fluke  
Lat 47.29 Long 63.48

" 14<sup>th</sup> First part calm Middle and latter part light  
for the wind and clear Caught plenty  
of fish. a small sea  
Lat per Obs 48.08 Long 64.20

" 15<sup>th</sup> This 24 hours light for the wind to north and  
cloudy, a large number of Birds around the  
surface Sounded in sixty fath's sand  
and pebbles.  
Lat 49.11 Long 66.16

" 16<sup>th</sup> This 24 hours light for the wind and weather  
with much rain, a heavy swell for the sea  
Lat 49.57 Long 66.16

" 17<sup>th</sup> First and Middle part Mod for the wind and  
weather with rain in squalls, Latter part  
strong for the wind with clear weather. At  
9.30 am Made the land bearing Star 15 miles  
dist. A boom passed into Popov's Bay

" 18<sup>th</sup> First part strong for the wind; At 6 pm. came  
to anchor 10 miles inside of Cape Verjens  
in 20 fath's. At 9 pm the wind hauled to the  
sea and commenced blowing very heavy in squalls  
a very heavy sea on the surface pitching bows  
under. Ends with the wind west and  
a heavy sea on, the sea riding very heavily  
the sea concealing her fore and aft.

" 19<sup>th</sup> This 24 hours the gale still the same blowing  
directly on shore. I hope the sea will hold  
on. Everything under water  
moving in squalls

Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."



REMARKS.

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25<sup>th</sup> - First part left for the West at 3 pm came  
to anchor 2 miles in side of Cape George, in  
16 fathoms water. Fine clay Bar. Later part left  
around the Corns at 40. Am got under way  
and passed into the second Narrows. A  
noon through the Narrows.



[illegible]

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May 26 <sup>th</sup>	First part lights for the hour @ 4.30 came to anchor in Royal Roads in eight fathoms water Middle and later part calm with showers of rain	
" 27 <sup>th</sup>	This 24 hours calm and raining in general	
" 28 <sup>th</sup>	This 24 hours lights for the coast and Rain @ 2 Am got under way and @ 6 pm anchored in Lorrado Bay in 6 fathoms clay. @ 7 Am got under way and @ noon was five miles distant for Sandy Point	
" 29 <sup>th</sup>	First part made for Lorr to Lorr @ 2.30 pm run on the sand shore of Sandy point it is laid down wrong on the charts. @ 2.30 pm got off and @ 4 came to anchor off the settlement in six fathoms water clay and shells	
" 30 <sup>th</sup>	This 24 hours strong winds from the south and a sharp sea running ends made	
June 1 <sup>st</sup>	This day made for the west on smooth employed wooding and waterway	
" 2 <sup>nd</sup>	First part lights for the hour Middle part made from the 1 <sup>st</sup> @ 9 pm got under way latter part comes in with the wind made for the west. @ 7 am up with Isidor part the wind hauled to Lorr with heavy snow squalls and shutting down so thick we cannot see half the length of the vessel. Run back to port Hamin and anchored ends with a thick snow storm	
" 3 <sup>rd</sup>	First and Middle part lights for the round and west. @ 6 pm was visited by a number of these deluge Indians, they are most miserable looking beings, all most naked in this cold weather @ 6 am got under way, and @ noon up with Cruz Bay	

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July	8 <sup>th</sup>	First part light. Middle part calm with cloudy weather. A heavy swell in Lat 26° 11' Long 89° 10'	
"	9 <sup>th</sup>	This 24 hours light variable winds from the N and E and with rain squalls Lat 24° 29' Long 89° 58'	
"	10 <sup>th</sup>	First part light winds and fine weather. Middle and latter part light variable winds with heavy rain squalls Lat 23° 00' Long 90° 10'	
"	11 <sup>th</sup>	First part light variable winds with much rain. Middle part calm. Latter part Mod for the N and fine weather Lat 21° 58' Long 91° 54'	
"	12 <sup>th</sup>	All this 24 hours light for the N and fine weather. A very heavy swell on Lat 20° 15' Long 92° 40'	
"	13 <sup>th</sup>	This 24 hours light winds from N to S and cloudy Lat 18° 30' Long 94° 25'	
"	14 <sup>th</sup>	This 24 hours light for S to N a heavy swell on. Sea rolling heavily Lat 17° 78' Long 95° 53'	
"	15 <sup>th</sup>	This 24 hours Mod for the N and fine weather. Lat 15° 16' Long 97° 00'	



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Ther. in use, No. _____	} MAGNETIC OF *PROP. FORM BAROMETR. THERM. CURRENTS LONGITUDE	REMARKS.	* "PROP. SKY CLEAR." 0 Entirely overcast. 10 Not a cloud to be seen
Corrections, _____			

Lat  $12^{\circ} 28'$  Long  $98^{\circ} 50'$

Lat  $10^{\circ} 08'$  Long 101 07

Lat  $7^{\circ}33'$  Long  $103^{\circ}11'$

Lat  $4^{\circ} 45'$  Long  $105^{\circ} 50'$

Lat  $3^{\circ}00'$  Long  $106^{\circ}45'$

Lat <sup>29</sup> 107 Long <sup>W</sup> 108 03

Lat <sup>S.</sup> 09 Long 108 45

Lat <sup>North</sup> 47 Long 109<sup>2</sup> 11 33







Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.		THERM'R.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS	
				Direction.	Rate.	Height.	Ther. Att'd.	Air.	Wat'r					Direction.	
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## Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.		THERM'R.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.		
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


CLOUDS.  
PRIMARY FORMS.

PLATE XX.

Stratus (Str.)      Cirrus (Cir.)      Cumulus (Cum.)      Nimbus (Nimb.)

## SECONDARY FORMS.



 Cirrus
  Cirrocaminus  
 (Cir-Cum.)
  Cirrostratus  
 (Cir-Str.)  
*various forms*
 Cumulostratus  
 (Cum-Str.)



## ABSTRACT LOG FOR THE MERCHANT SERVICE.

THE Maritime Conference at Brussels recommended the form of an abstract log, especially for men-of-war. The nations represented at that Conference, were Denmark, Sweden, Russia, Norway, Portugal, Holland, France, Belgium, England, and the United States. It is presumed that all these nations will, as the United States have done; as Prussia and Spain, who were not in the Conference, are ready to do, viz: approve that form, and command it to be kept on board of all their men-of-war at sea, and *recommend, at least*, that the same be done in their merchant service.

The following is the order of the Hon. J. C. Dobbin, the Secretary of the Navy upon this subject, to the officers of the United States Navy:—

### GENERAL ORDER:

NAVY DEPARTMENT, *November 3, 1853.*

The form of the "Abstract Log," recommended by the late Maritime Conference at Brussels, is hereby approved and adopted for use in the Navy of the United States.

It is recommended to navigators generally, and will be faithfully kept on board of all vessels in the naval service.

Commanding officers of vessels afloat are specially charged with the execution of this order, and they will transmit copies of the Abstract kept on board, to the Chief of the Bureau of Ordnance and Hydrography at the end of the cruise, and at such other times as he may direct.

(Signed) J. C. DOBBIN, *Secretary of the Navy.*

The intelligent navigator will perceive, by looking over the "Explanatory Notes," what remarks apply to the Merchant Service Log. For instance, those for column 15, "wet bulb," do not apply to this log, unless the navigator may think proper to use the wet bulb thermometer. Neither does what relates to the hours 2, 3, 4 P. M., 6, 9 A. M., and 10, in column 2 "hour" apply to the Merchant Service Log, unless the captain, as he is invited to do, shall choose to introduce in his log these hours. In that case, he is requested to give preference to those hours that are printed in heavy figures.

I quote the Explanatory Notes given by the Brussels Conference for keeping this log; to which I have made some additions. These additions are contained in brackets, thus [ ].

### EXPLANATORY NOTES FOR KEEPING THE ABSTRACT LOG.

The name of the *last* place from which the vessel sailed, and the place to which she is going, should be stated in the abstract.

*1st Column.*—THE TIME inserted in the abstract log should be civil time; but if astronomical [or sea] time is inserted, it should be so stated at the commencement of the log. The months should be indicated by the Roman letters from I. to XII., January being I. [December XII.]



## II

*2d Column.*—HOURS; this column contains all the hours at the even numbers, and in addition 9 A. M. and 3 P. M. The hours 4 A. M. and 9 A. M., Noon, 3 P. M. and 8 P. M. are printed in larger type, to indicate that it is at these hours that observations are especially required, as will be farther explained.

*3d Column.*—LATITUDE OBSERVED.

*4th Column.*—LATITUDE BY DEAD RECKONING.

*5th Column.*—LONGITUDE OBSERVED.

*6th Column.*—LONGITUDE BY DEAD RECKONING.

*7th and 8th Columns.*—DIRECTION AND RATE OF CURRENTS. On ordinary occasions the currents should be determined at noon on each day, by comparing the position of the ship, as determined by observation, and its position, as found by dead reckoning; the direction and rate of the current in nautical miles for the last 24 hours should be given [or better, for the time during which it has been felt]; besides the daily entry at noon, the rate and direction of currents should be noted at shorter intervals, when the ship is in the vicinity of the great oceanic currents, or when it is supposed that the currents may sensibly vary in the 24 hours.

*9th Column.*—THE OBSERVED VARIATION should be entered in degrees and minutes; and when the variation is determined by observation of the moon or a star, the sign  $\odot$  or  $\ast$  should be placed after the entry, thus:  $23^{\circ} 16' W. \odot$ .

The variation should be corrected for local attraction; in other words, the variation entered should be what the variation would have been, had the ship been heading at the time of observation upon the course, in which the local variation would be O.

It is desirable that every vessel should be provided with a *standard compass*, with which all the observations for variation should be made. The position of the standard compass, or of the one used, should be that at which the local attraction is the least, and the compass should always be placed in the same place. When the variation has not been observed, the variation *used* should be corrected for local attraction, and noted.

*10th Column.*—DIRECTION

*11th Column.*—FORCE

of the WIND.

The latitude and longitude should be observed frequently at sea, and more especially about 4 A. M., Noon, and 8 P. M., and the result referred by the log to the hour nearest to which the observations were made, in order that the ship's position may be as accurately determined as possible at those times. This should be particularly attended to, when the ship is expected to cross or enter upon any of the great streams and currents of the ocean, the trade or periodical winds. The position by dead reckoning should be deduced from the last observation for latitude and longitude. If the longitude is determined by lunar distances, note it in the column with its proper sign,  $\odot$ ,  $\ast$ ,  $\odot$ , and if by chronometer,  $\odot$  or  $\ast$ . When in sight of land, and the ship's position is determined by bearings, it is still desirable that the position of the ship should be given in latitude and longitude, in the proper column.

The direction and force of the wind should be regularly entered at 4 A. M., Noon, and 8 P. M. The force and direction entered should be that which has been most prevalent during the eight preceding hours. The direction should be by compass, and expressed in points. The force of the wind should be indicated by the figures given in the first page; if there are squalls, their force should be given in a parenthesis ( ), opposite the hour at which it takes place.

## III

[Columns 10 and 11 are therefore to be filled *only* at 8 P. M., 4 A. M., and Noon. The force and direction of the wind entered at 8 P. M. must be the force and direction that have been most prevalent during the interval between Noon and 8 P. M.; at 4 A. M. enter the prevalent character as it has been since 8 P. M.; and at Noon, the prevalent character since 4 A. M. must be entered. Whether the time kept on board be sea or civil time, from Noon to 8 P. M. is understood to be what in common parlance among seamen is known as the FIRST PART. In like manner, from 8 P. M. to 4 A. M., whether the day commence at noon or midnight, is understood to be the MIDDLE PART.]

*12th and 13th Columns.*—THE BAROMETER AND ITS THERMOMETER should be observed, if possible, at all the hours given in column 2, and at least at 4 and 9 A. M., Noon, 3 and 8 P. M. [The thermometer attached to the barometer—and if none be attached, one should be tied to the lower end—should be carefully noted whenever the barometer is observed, for we depend upon it for an important correction for the Bar.]

[Navigators, who are co-operating in this system of research, will please recollect that we are now about to turn over a new leaf, especially as it regards the meteorological observations usually made at sea. We have pushed these observations after the old plan until they have of themselves proclaimed their own imperfections, and have demonstrated the necessity of more accurate observations made with instruments that are *true*.

We are now setting about to catechize nature closely. All who co-operate with us have agreed to propound to her certain questions. Now, unless these questions be truly interpreted, we cannot reconcile the answers that are to be given; and certainly they cannot be truly interpreted unless the instruments used be themselves true.

We want, therefore, when a thermometer is read, to know that its error does not exceed a certain very small quantity—less than a degree always. And, in like manner, when the barometer is read, we want the means of correcting it of its errors, even to the hundredth part of an inch. Every barometer has its sources of error. Mercury, for instance, is very expansible; it is lighter at a temperature of  $90^{\circ}$  than it is at a temperature of  $32^{\circ}$ ; and with exactly the same atmospheric pressure it will stand higher when the temperature of the column of mercury is  $90^{\circ}$  than it will when the column of mercury is at any temperature below that. Hence, whenever the barometer is read, we want to know what the temperature of the mercury in the cistern is, in order that we may make this correction. In like manner, it is equally important to know the height of the barometer in the cabin above the level of the sea, and the elements for the other corrections named at page VII.]

*14th and 15th Columns.*—THE DRY AND WET BULB THERMOMETERS should be observed at the same hours as the barometer. If it rains at the time when the observation with the wet bulb is taken, put the letter B after the temperature. Before reading the wet bulb thermometer, the bulb [or rather, a thin old linen rag should be tied tightly about the bulb, and then the bulb] should be moistened with [clean] fresh water, and allowed to remain a few minutes in the open air, in the shade, and where strong currents of wind from the sails cannot affect it.

All the thermometers ought to have two scales, one that of the country to which the ship belongs, the other the centigrade.

*16th Column.*—THE FORM AND DIRECTION OF THE CLOUDS should be noted at least at 4 A. M., Noon, and 8 P. M., and as they appear at the time of observation. The form of the clouds should be indicated by the letters given at page VI. When the clouds are observed to be going in different directions at the same time, the direction of the upper ones should be stated above that of the lower, and separated by a bar, thus:  $\frac{N.N.E.C.}{S.W.CU}$ . [Plate XVI. shows the form of Clouds. It gives the forms used by the Smithsonian Institution, and by meteorologists on shore generally.]

*17th Column.*—THE PROPORTION OF THE SKY CLEAR should be indicated by figures from 0 to 10. Thus 8 indicates that  $\frac{8}{10}$  of the sky is clear.

*18th Column.*—FOG, RAIN, SNOW, AND HAIL. The number of hours of fog, rain, snow, and hail, in the eight preceding hours, should be noted at 4 A. M., Noon, and 8 P. M.

The letter A, indicates fog; C, snow;

B, rain; D, hail.



#### IV

One or two bars placed under the hours indicate degree [intensity or quantity]: thus 3 B, is 3 hours of light rain; 3 B, [moderate] rain; 3 B, heavy rain.

The direction and force of the wind, etc., before, during, and after the rain, should be stated in the column of Remarks.

19th Column.—THE STATE OF THE SEA during the eight preceding hours should be stated at 4 A. M., Noon, and 8 P. M., by means of the signs given on the second page. [These signs were omitted to be inserted in the original.]

20th Column.—TEMPERATURE OF THE WATER AT THE SURFACE. For the hours at which the observations should be taken, see directions for the barometer and thermometer. The water should be taken up in a wooden bucket, as far as possible from the ship's side, and placed in the shade on deck; the thermometer should then be placed in the water, and left there for two or three minutes [five], and read afterwards, whilst the bulb is in the water. In addition to the ordinary observations, the temperature of the water should be taken when any particular circumstances may seem to make it desirable, as when there are changes in the color of the water, [or when the vessel is] in the neighborhood of ice, shoals, the gulf or other streams, and at the mouths of great rivers.

The temperature of the water should also be taken during thunderstorms, and when any electrical phenomena are observed.

21st Column.—THE SPECIFIC GRAVITY OF THE WATER AT THE SURFACE OR AT DIFFERENT DEPTHS, should be noted at least once a day; when the water is taken from a certain depth, the depth should be entered under the specific gravity, and under a line ( $\frac{9}{10}$ ). The specific gravity is stated without any other correction than that which the instrument employed may require. The temperature of the water should be placed in the 20th and 22d columns. It is desirable that a uniform scale should be adopted in the instruments used in ascertaining the specific gravity; that the specific gravity of distilled water should be the unit, and that of the sea-water expressed in decimals. [The hydrometer of commerce, that is, the one of glass, and in the shape of a thermometer with a huge bulb slightly loaded, used for proving spirits, is the one recommended for the American Service.]

22d Column.—THE TEMPERATURE OF THE WATER AT DIFFERENT DEPTHS should be taken at least once a day, according as circumstances may be more or less favorable; the temperature should be entered above the specific gravity and separated from it by a bar ( $\frac{54}{100}$ ); the unit of measure in depths is fathoms [of six feet each, English]. In taking water from moderate depths, it may be hauled up in a cylindrical box, 18 inches long, and 6 inches in diameter, having two valves in the ends opening upwards. This box may be either of wood or iron, and attached to the deep-sea lead. [Self-registering metallic thermometers are better.]

It is desirable, frequently, to try the temperature of the water at the depth of the ship's cock below the surface; the cock should be left open for 8 or 10 minutes before the bucket is filled, and the thermometer should be left two or three minutes [five] in the water, as before described, before reading it, and it may be well to note the rate of the ship at the time the cock was open. The temperature of the water at the surface should be observed, whenever the temperature at different depths is taken.

When there is a great difference between the temperature of the water at the surface, and at some depth, observe the indications of the wet and dry bulb thermometers, and note them in the column of Remarks.

Although these observations are of importance in every part of the globe, still, there are certain regions where the differences between the temperature at the surface and the temperature at certain depths have a particular interest. We may mention the regions of the trade-winds, the Indian Ocean, the Cape of Good Hope, and especially in the Lagullas current, and near the mouths of great rivers.

COLUMN OF REMARKS.—The column of Remarks will contain everything which the captain may consider useful. We direct attention to the following points:—

1st. If the vessel is a steamer, state whether she was steaming or under sail at the time the observations are made.

#### V

*Tempests, tornadoes, whirlwinds, typhoons, or hurricanes, etc.*—Every circumstance connected with these should be stated in great detail; the different changes of the wind, the appearance of the sky and the clouds, of the sea and electrical phenomena, rain, hail, etc. The height of the barometer should be frequently noted, at least as often as there is a change of a tenth of an inch, and the time when the remarks are made [*i. e.* when the phenomena are seen, or when the observations are made], should be stated.

When *water-spouts* are observed, the time of their duration, their successive appearances, their formation, gyratory movement, translation, and breaking up, should be described.

Note the circumstances attending storms, the thunder, lightning, etc.; and when phenomena of this nature are observed by navigators, they should be guided in their observations by a reference to analogous phenomena, which they may have observed in other regions, more especially upon the edge of the Gulf Stream.

It is desirable to have the *temperature of the rain* compared with the temperature of the air.

When it *hails*, describe the *hailstones*, and the electrical phenomena.

Note the quantity of *dew*, the time when it commences to fall, and, in cases of extraordinary deposits, note the temperature of the air as close to the surface of the sea as possible, and at the same time at the masthead.

When *red fogs* or *showers of dust* are met with, describe the weather and the appearance of the sky, and obtain, if possible, specimens of the dust.

Observe the height of the *waves*, the distance between them, and their rate of progress.

Note the *tide rips* seen, particularly in the tropics, and the age of the moon at the time.

When the surface of the sea is covered with *pink or white patches* of water, as is often the case in the Pacific Ocean, describe them, and preserve specimens of the water in phials with ground-glass stoppers; if practicable, get a cast of the deep-sea lead, and take the temperature of the water at the surface, and at some depth.

When *deep-sea soundings* are taken, state the time the lead takes to descend each 100 fathoms, and carefully preserve whatever the lead brings up from the bottom. [Deep-sea soundings should always be made from a boat.]

It is much to be desired, for the sake of comparison, that the same sized line and the same shaped lead, of equal weight, should be used. [For description of those used in the U. S. Navy, see *Mauzy's Sailing Directions*, 6th ed. p. 225.]

In places where *ice* may be met with, observe the temperature of the water frequently; these observations are most valuable when there are fogs which may prevent the ice from being seen, as they may indicate its presence even at the distance of 2 or 3 miles, especially when the ice is to leeward.

Note the appearance of the ice, and the direction in which it has been drifted.

In addition to the *thermometers* usually supplied to ships, it is desirable that they should be furnished with others with *white, black, and blue bulbs*, colored with water-colors. These three thermometers should be exposed simultaneously to the sun in fine weather for some minutes at 9 A. M., noon, and 3 P. M., and occasionally at night [to the open sky] in time of dew; their indications should be entered in the column of Remarks.

Note the *shooting stars*; their point of departure and the point to which they appear to converge, the constellations which they traverse, their numbers in a given time. They should be especially observed about the 10th of August and the middle of November.

The *Aurora borealis*; the time of its appearance and disappearance, extent, form, position, intensity of light, color, its motions, and changes should be described.

*Halos, rainbows, meteors, etc.* should also be noted.

Carefully note the appearance of *birds, insects, fish, sea-weed, drift-wood*, and mention any circumstances which may throw light upon their appearance.

When at anchor, *tidal observations* should not be neglected, and the times of high and low water, if possible, should be observed; state the time also of change of tide, the rate and direction of the current at various stages, both



VI

on the flow and ebb, and everything relative to this important question. Hourly meteorological observations, especially at the times of the equinoxes and solstices, would be very valuable.

In addition to the observations mentioned in the abstract log, it is desirable that each captain should write, at the end, any general remarks which his personal experience may suggest [as to the route pursued, currents, winds, &c., encountered by the way], more especially if he has frequently made the same voyage.

- (1). \_\_\_\_\_
- (2). \_\_\_\_\_
- (3). \_\_\_\_\_
- (4). \_\_\_\_\_
- (5). LOCAL DEVIATION:—

*Before sailing.*

SHIP'S HEAD.	DEGREES OF DEVIATION.	SHIP'S HEAD.	DEGREES OF DEVIATION.
NORTH. .		SOUTH. .	
N.N.E. . .		S.S.W. . .	
N.E. . . .		S.W. . . .	
E.N.E. . .		W.S.W. . .	
EAST. . .		WEST. . .	
E.S.E. . .		W.N.W. .	
S.E. . . .		N.W. . . .	
S.S.E. . .		N.N.W. . .	

*When arrived.*

SHIP'S HEAD.	DEGREES OF DEVIATION.	SHIP'S HEAD.	DEGREES OF DEVIATION.
NORTH. .		SOUTH. .	
N.N.E. . .		S.S.W. . .	
N.E. . . .		S.W. . . .	
E.N.E. . .		W.S.W. . .	
EAST. . .		WEST. . .	
E.S.E. . .		W.N.W. .	
S.E. . . .		N.W. . . .	
S.S.E. . .		N.N.W. . .	

- (1). Enter the class of the vessel, her name, country, and the name of the captain.
- (2). If the vessel is of iron or wood; and mention the quantity of iron, if any, in the cargo.
- (3). Enter the names of the places at which the vessel has called during her voyage.
- (4). Name the meridian from which the longitude is calculated.
- (5). Give the table of local deviation at the commencement and at the end of the voyage; and state in the log the manner in which it was determined, and if the vessel was loaded with any iron when the observation was made, or whether any iron as cargo was taken on board after the observation was made.

If practicable, the operation should be repeated during the voyage.

VII

Describe, on pages VII. and VIII., the instruments you have on board, the manner of using them, and of making the observations.

BAROMETER (corrections to) . . . . .

{ Index error.  
Capacity.  
Capillarity.  
Mean height above the sea.

*Compared by Mr.*

*with the standard at*

185

THERMOMETERS (correction to). [Number your thermometers, and state the corrections that are to be applied to the various readings of each, to make them correct.]

FORCE OF THE WIND indicated by numbers (sailing by the wind).

0. Calm.
1. Ship has steerage.
2. Clean full 1 to 2 knots.
3. Clean full 3 to 4 knots.
4. Clean full 5 to 6 knots.

5. With royals.
6. Top-gallants over single reefs.
7. Double-reefed topsails.
8. Triple-reefed topsails.

9. Close-reefed topsails and courses.
10. Close-reefed main topsail and reefed foresail.
11. Staysails.

FORMS OF CLOUDS ARE: cirrus (*Ci.*); cumulus (*Cu.*); stratus (*St.*); nimbus (*Ni.*), etc. [See Plate XVI.]



## ABSTRACT LOG

CAPTAIN

DATE.	HOUR.	LATITUDE BY		LONGITUDE BY		CURRENTS.		MAGNETIC VARIATION OBSERVED.	WINDS.		BAROMETER.	
		Observation.	D. R.	Observation.	D. R.	Direction.	Rate.		Direction.	Rate.	Height.	Ther. attach'd.
I. 31.	2											
	4								(Middle part.)			
	6											
	8											
	9											
	10											
	12								(Latter part.)			
	2											
	3											
	4											
Noon.	6											
	8								(First part.)			
	10											
	12											
	2											
	3											
	4											
	6											
	8											
	10											
II. 1.	2											
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
[a]	[b]	[a]	[c]	[a]	[c]	[a]	[a]	[a]	[a]	[a]	[a]	[a]

## DESCRIPTION OF INSTRUMENTS.







